Maharashtra 2004-2005

New Trains:

1.2907/2908 Maharashtra Sampark Kranti Express from Nizamuddin to Bandra (T) (tri-weekly)-4.11.2004.

2. 5217/5218 Muzaffarpur-Lokmanya Tilak (T) Jansadharan Express (weekly): 2.10.2004

3.1051/1052 Mumbai-Howrah Express (weekly) by extending 2103/ 2104 Lokmanya Tilak (T)-Nagpur Express upto Howrah-5.1.2005.

4.9271/9272 Bhavnagar-Bandra (T) Express: 10.5.2004

Extension:

1. 9049/9050 Rajendra Nagar-Valsad Express upto Bandra (T): 16.3.2005

Frequency:

1.1067/1068 Lokmanya Tilak (T)-Faizabad Saket Express from weekly to bi-weekly: 10.9.2004

2.1017/1018 Bangalore-Mumbai Chalukya Express from tri-weekly to 6 days in a week by canceling 1049/1050 Dadar-Yeswantpur Express (biweekly): 12.9.2004

3.2141 /2142 Lokmanya Tilak (T)-Rajendra Nagar Express from 6 days in a week to daily-21.3.2005

4.2129/2130 Pune-Howrah Azad Hind Express from 5 days a week to daily by extending 2131/2132 Pune-Nagpur Express (bi-weekly) upto Howrah: 8.9.2004

Pantry car in mail and express trains

1924. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) how many long distance mail and express trains do not have a separate pantry car for serving hot and fresh refreshments to railway passengers and how many mail and express trains have pantry car facilities;

(b)whethe it is a fact that Railways has incurred heavy loss for providing refreshmints to railway passengers since last so mauy years as Railways does not offer any suthsidy thereon:

(c) if so the details therefor : and

(e) the dekails of steps taken or proposed to be taken for providing quafity and fresh refireshmints to railiway passengers at ostensible price by avoiding lossis theron?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRIR VEKU) (a) There are about 468 long distance mail/Express rains which presently do not have pabtry car and approximately 250 Mail/Express trains inctuding rajdani Shatabdi trans are runnning with Pantry Cars.

(d)and(c) Based on costing mithodology, losses have been incurred by Indian Railways on catering services as a whole this is maily due to the reeason that total cost of catsring services which inter-alia includes running cost of pantry car and terminal cost of both pabtry cars and stationery units is more than eannings formthesre servic

(d) In order to provide quaity and fresh refreshments at reasonaible price whth a view to avoid losses Indian Railways Catering and Tourism Corporation (IRCTC) has been set up to upgrade, professionalise and manage the cattering service and upgrade the quality of food and eamings Refreshment Rooms Automatic Vending Machines Food Plzas and Stals have been estabilshed through reputed and experiened caterers Ragular and suuprise checks are conducted by offcials of Railways/IRCTS to montor quatity quantity tarfit of catering services. Licences are being aw-arded through two packet open tender system on competitve basis in which a minimum of 12%of sales turmover is fixed as floor price and licmce is awa-rded to the highest bidder. sales of units are assessed realistically to avied losses to Railways

Rail accident at datia

1925. SHRI KALRAJ MISHIRA;
SHRI LILIT SURI:
SHRI RAJKUMAR DHOOT

will the minister og RAWAYS be pleased to state ;

(a)whther the gwalior Bundelkand Expeased jumped of tracks